

RUMBLINGS



For Safe Roads, Loads and Drivers Across British Columbia.

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Canada-B.C. partnership to help train log truck drivers

Last month, the Minister of Jobs, Tourism and Skills Training and Minister Responsible for Labour Shirley Bond, and Prince George-Mackenzie MLA Mike Morris, along with project partners, visited students and staff in the Professional Log Truck Operator program in Prince George.

The B.C. government has allocated approximately \$314,000 to the Métis Nation of British Columbia (MNBC) to train 12 Aboriginal, women and other participants to become log truck operators. The classroom lessons are taught in Prince George, with practicums in Fort St. James.

To deliver the program, MNBC has partnered with forestry industry training provider O'Brien Training. In addition, local employers including Pineview Trucking and Excavating Ltd., Marlo Logging Ltd. and K&D Logging Ltd. are also providing mentorship support to students as part of their training.

The competency requirements used in the training were developed by the forest industry's Log Truck Technical Advisory Committee. The curriculum and training tools were developed by Taylor Professional Driving Ltd. in cooperation with the BC Forest Safety Council.

Tyler Scully (pictured far left, below) is starting the program in January and says he's going to be a third generational truck driver.

"My grandfather and my father are log truck drivers; my grandfather owns a couple of trucks as well. It's kind of in the family."

He says he wants seek a career in log truck operating and adds he's thankful for the government's funding and support.

"Just excited to get ready. It's a great program and I really hope it evolves so a lot more people can be a part of it," said Tyler.



Professional Log Truck Driver Training Program



Funded training available
Criteria does apply.

Training Providers

Taylor Professional Driving



Prince George, B.C.

1-877-564-7624

Or



Selkirk College
Castlegar, B.C.

In Cooperation with



Mountain Transport Institute

1-877-965-3748

Funding administered for industry by:



BC Forest Safety

Canada



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FROM THE BC FOREST SAFETY COUNCIL
TRANSPORTATION TEAM

Heretics to Heroes — A Memoir on Modern Leadership *by Cort Dial*

In Cort Dial’s book Heretics to Heroes, he talks about the assumption that workers could be hurt severely or even die in the course of a project. He insists the managers start with a different premise – that nobody will be hurt or killed – and turn that into reality.

In a pivotal speech to the executives at a firm where he worked, he set out three guiding principles we should all ponder:

- 1. It is unacceptable to harm people in the pursuit of business results.** The company had “injury and incident” targets, which he called an admission that senior management believed people must be harmed for the company to do business. He warned that “the day was coming where society would no longer allow us to harm people in order to produce business results. We had better figure out soon how to produce those same results without harm to anyone or anything, or the public was going to revoke our right to operate.”
- 2. Numerical injury goals may be commonplace for projects but actually have no place in the management of health and safety.** The health and safety of employees is different from other aspects of the business, since when corporate management talks of numbers here, they are forgetting “It’s about people – living, human beings.”
- 3. You can’t measure what is most important to performance.** “In the near future, health and safety, and performance management in general, would be much less about equipment, systems and processes and much more about leading and inspiring people. Executives who can’t make that shift will at some point find themselves redundant.”

To read more about the author you can visit: www.cortdial.com

Chain breaks while pulling log truck and injures driver

A chain hooked to a dozer was being used to pull a logging truck that had broken down. The chain broke and went through the windshield of the logging truck, striking the driver. The driver was transported to hospital by company vehicle.

OHS 4.3(1) is applicable in that chain is rated for specific functions i.e. transport chain grade 7 is rated for load securement, not hoisting or towing as it is brittle and when overloaded it snaps versus stretches like grade 8 chain which is rated for hoisting. Nylon tow straps are rated for towing and have capacity specifications based upon the weight of the vehicle.

- **Slow down — drive to conditions**
- **Communicate road conditions to other drivers**
- **Wear your seatbelt**
- **Chain up — don’t chance it**
- **Rest if you’re tired — don’t drive fatigued**

RUMBLINGS is produced to help keep you informed on what’s happening in BC forestry transportation safety. If you have best practices you would like to share, concerns you want to discuss, or topics you and others would like to learn more about, please give us a call or email: 250-562-3215 or toll-free 1-877-741-1060 transport@bcforestsafes.org

Trucking and Harvesting Advisory Group focus on fatigue

The Trucking and Harvesting Advisory Group (TAG) hosted a fatigue workshop on November 22nd in Richmond. Human Fatigue Specialist, Clinton Marquardt, provided industry leaders with an overview of fatigue factors and opportunities for fatigue management in forestry operations.

Recognizing that fatigue is a relevant safety issue within its operations, TAG is working together to develop strategies on how to manage fatigue with an initial focus on the log hauling sector. Increasing awareness and educating log haulers and other industry workers is one such initiative.

Marquardt identified that fatigue research indicates that sleeping disorders are more common and above average levels in commercial drivers. Identifying whether a worker should be checked for a medical condition is an important step.

A simple self-assessment can be completed using the ‘Sleep Screening Tool for Adults’ which has been provided by Marquardt and is available through the BCFSC Transportation Department. To receive a copy of the screening tool contact:

transport@bcforestsafes.org

As the TAG continues to work on operational factors that affect fatigue, the Transportation Department will be creating fatigue resources for industry that will become available on the Transportation tab of the BCFSC website.

Fatigue fast facts printed with permission of Clinton Marquardt.

The following are based on research findings that provide relative estimates on reaction times.

- At between 17 and 18.5 hours of continuous wakefulness, many aspects of performance involved with driving (like hand eye-coordination) are at levels similar to what you would find in a person with a Blood Alcohol Concentration (BAC) of 0.05%.
- At 22 hours of continuous wakefulness micro-sleeps begin. Micro-sleeps are brief episodes of sleep lasting 3-4 seconds that uncontrollably and spontaneously occur while you are awake.